

Intimations.

CROWN DISTILLERIES COMPANY.

- cure -
- that -
- cold -

A PURE LIQUEUR.

CROWN

MAPLE RUM.

WATKINS,
LIMITED,
AGENTS.

66, Queen's Road Central.

Hongkong, 7th December, 1901. [714C]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901. [10]

KELLY & WALSH, LD.

JUST LANDED.
Ex s.s. *Chusan*.

CHRISTMAS NUMBER OF

"GRAPHIC,"
"ILLUS. LONDON NEWS,"
"ILLUS. SPORTING & DRAMATIC NEWS,"
"SKETCH,"
"BLACK & WHITE,"
"FEARS' ANNUAL."

With Coloured Plates ... 75 cents each.
Hongkong, 27th November, 1901.Today's
Advertisements.NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.ALSO
VENICE and TRIESTE, all-MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

Captain D. Costa, will be despatched as above
on MONDAY, the 16th instant, at Noon.
At BOMBAY, the Steamship is discharging in
VICTORIA DOCK.For further Particulars regarding, Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 12th December, 1901. [1359C]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain R. Rodger, will be despatched for the
above port on SATURDAY, the 14th instant
at 4 P.M.This Steamship has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 12th December, 1901. [1351C]

E. J. R.
PUBLIC AUCTION.THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
on(WEDNESDAY), the 18th December, 1901,
at 10 A.M.,AT H. M. NAVAL YARD,
SUNDRY NAVAL AND VICTUALLING
OBsolete & CONDEMNED STORES,Comprising:-
OLD IRON, PAPER STUFF, RAGS,
CANVAS, IMPLEMENTS, &c., &c.Sale of Victualling Stores will commence
at 2.30 P.M.

TERMS:-As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 13th December, 1901. [1352C]

Intimation.



A. S. WATSON & Co.,

LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising:-

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Recherche

Character.

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 12, 1901.

REUTER'S TELEGRAMS.

THE ISTHMIAN CANAL.

LONDON, December 10th.

Nicaragua has concluded a treaty for the
perpetual leasing to the United States of a
strip of land six miles broad covering the
canal route.

LATER.

THE SOUTH AFRICAN WAR.

The Boer Commandant Maritz has been
severely wounded in an unsuccessful attack
on Tontelbosch Kop in the extreme west of
Cape Colony.THE P. & O. COMPANY
AND RETURN FARES.At the annual meeting of the P. & O.
Steam Navigation Company, the Chairman
announced that return tickets lasting for two
years would be issued for a single fare and
one half. This is considered a great boon
for the Coronation year.

LOCAL AND GENERAL.

A FEDERATED MALAY STATES Agricul-
tural Show is to be held next year in Kuala
Lumpur.ENGLAND HAS SUFFERED from fifty-
seven great famines in the last 900 years; Ireland
from thirty-four.TWO SAILORS belonging to the British flag-
ship *Glory*, who overstayed their leave from
the ship at Yokohama, were arrested by the
Kagacho.THE PEPPER SEASON in Chantaboon,
Siam, is coming to an end. The crop for the
season just ending is estimated at 14,000 piculs
white pepper.CORRESPONDENCE relative to increasing
the height of the floors of No. 21, East Street,
was laid on the table at to-day's meeting of the
Sanitary Board.THE GOVERNMENT ANALYST, in his
report for November, states that the water
services for Kowloon, Tsimshui and Pok-fu-lam
are of excellent quality.PLANTING THE THISTLE. A small party
of Scottish farm hands is sailing to settle on
Government lands in the Orange River Colony,
and further parties will follow shortly.THE CAPTAIN OF THE STEAMER
SAMBIA, from Hamburg, reports the death
of two Chinese firemen on the 17th and 24th ult.,
from beri-beri. They were buried at sea.KILLING THE GOOSE. According to an
exchange, the increased tariff had reduced the
Australian imports from Japan by 25 per cent.
within two months from the date of its enforce-
ment.A BIG DIVIDEND. The dividend of the
Standard Oil Company for the year 1901 is at
the rate of 48 per cent. Mr. J. D. Rockefeller
will receive 19,200,000 dollars gold (£4,000,000)
as his dividend.NATIVE EDUCATION. There are now 813
American teachers at work in the Philippines,
besides 200 soldiers detailed for similar work.
The natives are reported to be showing great
eagerness to learn English.A "FAULT" REMOVED some time ago
from a section of the Eastern Extension Tele-
graph Company's cable was found to contain
a shark's tooth firmly embedded in the core of
the cable, although this is protected by the
usual sheathing of thick iron wires.A BRITISH BLUEJACKET on the gunboat
Starling, tender to H.M.S. *Denbigh*, the Clyde
guardship, is stated to have inherited a fortune
of £500,000 by the death of an uncle in the
Midlands. The fortunate sailor has been seven
years in the Navy, and is a comparatively young
man.THE R.A.M.C. The Advisory Board to the
Army Medical Service is:- Surgeon General
Taylor, Chairman; Surgeon-General Keogh,
Vice Chairman. The other members include
experts in tropical diseases and sanitation; re-
presentatives of Scotland, Ireland, the War and
India Offices, and Mr. Frederick Treves.A STEAMER SEIZED. A steamer, which
had been rearranged to carry 500 to 600 men
and was starting ostensibly on a pleasure
cruise, firstly for Hamburg, has been detained
in the Thames and searched. It is stated that
four field guns, and a quantity of saltpetre and
charcoal and tinned meat was found on board.ASSAULT ON A LADY. Calcutta, Novem-
ber 22nd. An European driver, named Radford,
is being tried for criminally assaulting a Eu-
ropean lady, while travelling on the Bengal-
Nagpur Railway from Bombay to Calcutta.
The lady was asleep. The accused threatened
to kill her and then outraged her. The accused
was arrested at Rhatpur. He has been released
on bail for Rs. 500.LYDDITE FOR THE EAST. Capt. Ben-
son, of the Royal Artillery, an expert on
lyddite, was expected at Colombo on the 28th
ultimo by the chartered transport *Malacca*,
which is bringing out R.A. reliefs from home.
Capt. Benson is to inspect the magazines at
Colombo and other British possessions in the
East, with a view to the storage of lyddite, the
use of which is to be extended to the East.A NEW MILK ADULTERANT has been dis-
covered in use by the dairy inspectors in the
United States. It is called viscogen, and is
composed of sugar, lime, and water. It has
the effect of making milk appear richer than it
is, as the lactic acid in the milk turns the lime
to a thick, white substance that assimilates with
the milk, improving its looks without injuring
its taste. Guess, we can do without it in
Hongkong!NEW MILITARY DECORATION. It is
stated that the idea of the establishment of a
military decoration which shall partake more of
the character of the Iron Cross of Germany
than of the Victoria Cross has commended
itself to King Edward. The Iron Cross of
Germany can be bestowed on the field of battle
by generals commanding army corps, and men
can be recommended for it by their captains on
the day of combat.WALKING ROUND THE WORLD. The
profession of the tramp has been elevated to
the dignity of a sport and there seems to be a
large number of persons anxious to wear out
their boots in walking round the world. The
latest individual who is seeking fame in this
direction is Mr. L. Stremmel, a young German
who has just arrived in Bombay. He has had
an exciting journey so far and upon his arrival
at Hongkong in February next we shall have
something more to say about him.THE SINGAPORE VOLUNTEERS. The
annual camp at Keppel Harbour of the Singa-
pore Volunteer Artillery and the Singapore
Volunteer Rifles commences on Wednesday,
February 5th, 1902, and ends on the following
Monday. Arrangements are being made for a
Government launch to take the men daily to
and fro, in order that those who have to attend
office on the days that are not holidays may do
so and yet be in camp for the night to join the
early morning and evening parades.WHO WAS HE? An old local identity who
had a romantic past has just passed away, says
the *Strait Times*. He went by the name of
"Joe Pahang," and never could give any par-
ticulars of his early life. He was found at
Pahang and brought to Singapore a great
many years ago and was believed to be of
European parentage. He was supposed to
have been taken by pirates when quite a child.
He had a knowledge of much of the local
history of Singapore from its early days. "Joe
Pahang" was wonderfully active for his age,
which was believed to be close on 90 years at
the time of his death at the General Hospital.COTTAM & CO. NEW SCARVES and
TIES.TIGER-TAMER MAULED. The tiger-
tamer of Harmsen's Circus, Gus Burns, was
mauled on the night of the 19th ultimo at Ran-
goon. He had a narrow escape. He refused
to jump a flaming bar, and attacked the tamer,
who was thereupon removed to hospital. It is
only quite recently that Burns had a similar
experience in Java.VICTOR HUGO. The anniversary of the
birth of Victor Hugo, the famous poet, will be
one of the great days of France next winter.
The Council of Ministers on the 5th ultimo
decided to celebrate it officially. The old home
of Victor Hugo in the Place des Vosges is to be
opened as a Hugo Museum and a colossal
monument to him will be unveiled in the Place
Victor Hugo.AN ENTERTAINMENT is being given on
Saturday evening in the St. Patrick's Club in
aid of the funds of that Institution. An excellent
programme has been prepared, such names as
Messrs Viggers, Simmers, Oxberry, Ward,
Burgess, Burnett, Wallace and Dannenberg
being among the list of artists. The programme
will commence at 9 p.m. sharp, doors to be
open at 8.30 p.m.OFFICER'S WIFE DISGRACED. Mrs.
Ross, wife of a military officer stationed at
Mandalay, has been sent to prison for three
months by the Magistrate there, on a charge
of cheating with respect to a piano purchased
from Messrs. Misquith & Sons on the hire-
purchase system and which the accused sold to
another after paying two instalments. The piano
was returned to the plaintiffs.THE MEDICAL OFFICER OF HEALTH
states that he has examined the whole of the
animals in the Wong Nei Cheong Dairy Farm,
and they are now free from Foot and Mouth
Disease. Twelve cows and one calf contracted
the disease; the calf died and a buffalo cow died
of injuries contracted by breaking loose when
convalescent from the disease. As soon as the
place had been thoroughly disinfected it might
be declared free from infection.THE MORTALITY STATISTICS for the
week ended 23rd November showed that for
the British and Foreign community of the whole
colony, the death rate was 32.6 per 1000 per
annum as against 37.7 for the week ended the
30th November, and 17.1 the corresponding
period of last year. Including the Chinese
population the figures were 17.2 for the week
ended the 23rd ultimo, and 17.0 for the suc-
ceeding week, as compared with 23.2 the
corresponding period of last year.BANGKOK ENJOYS, it is said, the advan-
tages of an electric light plant and of an electric
tram line six miles long, and is now laying a
second line of equal length. These are all
private enterprises. The price of the two
plants already in operation is fairly good, and,
together with the introduction of the new tram
line, they mark a decided advance in the
development of the city. The telephone
system of Bangkok is decidedly bad. It is
owned by Government which works the wires
inefficiently.THE CONCENTRATION CAMPS IN
SOUTH AFRICA. It is an "undoubted fact
that the mortality, particularly among children,
has been very heavy in the camps, says the
Pioneer, but if Boer mothers decline to wash
their babies more than once a week, or them-
selves more than once a month, the Imperial
Government cannot in fairness be held re-
sponsible. Other ladies, who have seen as much
of the camps as Miss Hobhouse, say that every-
thing is done that could reasonably be expected,
and this opinion is evidently borne out by the
medical reports printed in the blue-book now
published. The stories about the starvation of
the Boer women and children have never been
established, though it is on record that in one
camp where there were complaints of scanty
rations, the Boer women were found to be
sending out large quantities of provisions to
their countrymen in the field.

VICTORIA REGATTA.

FIRST DAY'S RACING.

The forty-fourth Regatta in connection with
the Victoria Recreation Club commenced
yesterday. The weather was somewhat cloudy
and at one time rain seemed imminent, but
fortunately it kept off and left no room for
grumbling. A grand stand had been erected
by the side of the club house and both this
and the promenade, bordered by a row of
flowers, formed excellent accommodation for the
fair number of visitors who availed themselves
of the opportunity thus offered of witnessing
this magnificent, though somewhat neglected,
pastime. The Regatta had been an annual meet-
ing up to last year when the typhoon did so much
damage to the Club's property that the committee,
who could not see their way to have all prepara-
tions ready before January, decided to postpone
the meeting for a season. The water was quite
smooth and with a moderate wind blowing up
the course there was nothing to prevent good
time being made in the rowing races.The principal event of the day was the Chair-
man's Challenge Cup for which there were four
entries. The start being given, *Shamrock*,
skipped by A. A. Alves, got to work at once
and kept the lead for the first quarter mile,
but *Rose*, who were pulling a strong steady
stroke; passed them and taking the lead kept it
right up to the winning post. *Shamrock* seeing
no chance of coming in with the first three gave
up half way. The Ladies' Prize also created
much enthusiasm, being well contested and
finishing with a very popular victory for the *Rose*.
After this race all assembled in front of thegrand stand to witness the pleasing ceremony
of Miss Hutchings presenting the prizes to the
winning crew. Mr. F. W. White, the Acting
Honorary Secretary of the Club introduced the
crew to Miss Hutchings and the prizes having
been distributed, Mr. E. Herbat in handing
Miss Hutchings a beautiful bouquet decorated
with the V. R. C. colours, thanked her for
giving them the pleasure of her company at the
Regatta and hoped that she would see the
same crew of Hongkong boys win the prize
next year. Three cheers and a tiger were then
given for Miss Hutchings and afterwards for
the winning crew.The following is the list of officials:-
President-H. E. Sir Henry A. Blake,
G.C.M.C.
Stewards-H. E. Vice-Admiral Sir Cyprian
Bridge, K.C.B., H. E. Major-General Sir W.
Gascoigne, K.C.M.G., Dr. J. M. Atkinson, Hon.
C. P. Chater, C.M.G., Hon. A. W. Brewin, Col.
L. F. Brown, R.E., E. F. Gras Esq., Dr. O. Gum-
precht, Consul for Germany, Maj. A. B. Hamil-
ton, D.A.A.G.A., F. A. Hazeland Esq., Sir T.
Jackson, Hon. J. H. Stewart Lockhart, C.M.G.,
J. J. Leiria, Esq., Vic-Consul for Brazil, H. N.
Mody, Esq., Commodore F. Powell, R.N., A. G.
Romano, Esq., Consul-General for Portugal,
Hon. Commander R. Murray Rumsey, R.N.,
T. Sercombe Smith, Esq., N. A. Siebs, Esq.,
W. Ponte, Esq., W. A. Rublee, Esq., U. S.
Consul-General, Hon. T. H. Whitehead, Dr.
G. H. B. Wright, D.D., M. A. A. Souza Esq.,
Committee:-Hon. H. E. Pollock, Chairman,
A. A. Alves, W. Armstrong, W. S. Bailey,
A. Denison, E. M. Hazeland, H.W.B. Kennett,
M. McJiver, Thos. H. Reid.
Judges of the Rowing Races:-Basil H.
Taylor Esq., R. N. Captain W. C. H. Hastings,
R.N., E. D. Sanders, Esq.
Umpires and Starters:-Starter (Rowing),
W. H. Potts, Esq., Umpires (Rowing), Hon.
J. H. Stewart Lockhart, C. M. G. and W.
Armstrong Esq. Yachts and Open Sailing
Boats, C. H. Gale Esq.
Time-keeper:-Geo. P. Lammert, Esq.
By kind permission of Lieut.-Colonel Baillie
and the Officers, the Band of the 22nd Bombay
Infantry played the following programme:-
1. March, "Soldiers in the Park" Moncton.
2. Overture, "French Comedy" Keler Bela.
3. Selection, "Nell Gwynne" Pianquette.
4. Value, "Jeunesse Doree" Waldenfeld.
5. Intermezzo, "On the Road to Moscow" Loetz.
6. Selection, "The Bells of New York" Kerker.
7. Value, "The Officers" Coker.
8. Polka, "Black and Tan" Lewinham.
9. Galop, "Vivian" Zikoff.
10. Vale, "Tombel" Royle.
GOD SAVE THE KING.COTTAM & CO. PYJAMAS & AUTUMN
WEAR.grand stand to witness the pleasing ceremony
of Miss Hutchings presenting the prizes to the
winning crew. Mr. F. W. White, the Acting
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ton, D.A.A.G.A., F. A. Hazeland Esq., Sir T.
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J. J. Leiria, Esq., Vic-Consul for Brazil, H. N.
Mody, Esq., Commodore F. Powell, R.N., A. G.
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Hon. Commander R. Murray Rumsey, R.N.,
T. Sercombe Smith, Esq., N. A. Siebs, Esq.,
W. Ponte, Esq., W. A. Rublee, Esq., U. S.
Consul-General, Hon. T. H. Whitehead, Dr.
G. H. B. Wright, D.D., M. A. A. Souza Esq.,
Committee:-Hon. H. E. Pollock, Chairman,
A. A. Alves, W. Armstrong, W. S. Bailey,
A. Denison, E. M. Hazeland, H.W.B. Kennett,
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Boats, C. H. Gale Esq.Time-keeper:-Geo. P. Lammert, Esq.
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5. Intermezzo, "On the Road to Moscow" Loetz.
6. Selection, "The Bells of New York" Kerker.
7. Value, "The Officers" Coker.
8. Polka, "Black and Tan" Lewinham.
9. Galop, "Vivian" Zikoff.
10. Vale, "Tombel" Royle.
GOD SAVE THE KING.LIGHT GIGS; open to European Non-Com-
missioned Officers and Men of any Regiment
or Corps of the Garrison or to European crew,
of any of H.M. Vessels or to European
members of the Police Force. Entrance \$1;
distance one mile; to be approved by
the Committee; time allowance, 8 seconds per
oar; four boats must start for 2 Prizes; 1st
Prize, \$15; 2nd Prize, \$10. Post Entries.

Police Whaler, 5 Oars 1

25th Co., R.A., 4 Oars 2

There were only two starters in this race.

The Police whaler was the first to get the
lead, which position she maintained to the end,
beating the R.A. Gigs by 53 1/2 secs.

Time 8 min. 18 secs.

CHAIRMAN'S CHALLENGE CUP; for four-
oars; cup to be held by the winning crew for one
year, but to remain the property of the Club; dis-
tance, one-mile-and-a-quarter; entrance \$10; to
be rowed in Boats the property of the Victoria
Recreation Club.

"ROSE."

Station No. 4-White, crimson and blue sash.

Bow-F. D. Bain 9st 4lb

2-F. J. Engleken 12st 7lb

3-C. Sherrington 13st 1lb

Strokes-A. E. Alves 11st 6lb

Cox-C. M. S. Alves 10st 9lb

"KORNBULME."

Station No. 5-Dark blue and light blue.

Bow-A. Humphrey's 10st 10lb

2-J. H. R. Hance 10st 8lb

3-G. Humphrey's 11st 2lb

Strokes-E. Herbat 10st 6lb

Cox-S. A. Seth 10st 6lb

"THISTLE."

Station No. 3-White, red sash.

Bow-F. M. Roza Pereira 10st 4lb

2-R. Lapsley 11st 4lb

3-A. J. Mackie 11st 4lb

Strokes-C. E. N. Hance 11st 6lb

Cox H. M. Bain 10st 6lb

"LEEK."

Station No. 1-Black, pink, sash.

Bow-H. A. Seth 10st 6lb

2-G. H. Ruby 9st 6lb

3-W. A. Stapani 12st 4lb

Strokes-J. Miller 10st 10lb

Cox-R. Henderson 10st 6lb

"SHAMROCK."

Station No. 2-White and blue.

Bow-L. A. Rose 9st 6lb

2-A. E. Asger 10st 7lb

3-A. Loureiro 11st 6lb

Strokes-A. A. Alves 11st 5lb

Cox E. Grant Smith 10st

The Rose won by eight lengths. Three quar-
ters of a length between *Kornbulme* and *Thistle*
and *Thistle* and *Leek*.

Time 8 min. 35 1/2 secs.

MEN-OF-WAR'S CUTTERS; the boats to be
approved and handicapped if necessary by the
Committee; distance, one mile; time allowed
for Oars, 8 seconds per Oar; four boats must
start for two prizes; entrance \$1; first prize,
\$15; second prize \$5; Post Entries.

Glory 12 Oars 1

LADIES' PRIZE: Presented by the Ladies of Hongkong; for four-oars; distance, one mile; entrance \$10; to be rowed in boats the property of the Victoria Recreation Club.

"ROSE."
Station No. 3.—Dark blue and light blue.
Bow—A. Humphreys 1st 10h
2—J. H. Rance 1st 8h
3—C. E. A. Hance 1st 6h
Stroke—E. Herbst 1st 5h
Cox—S. A. Seth 1st 5h

"SHAMROCK."
Station No. 1.—White and blue.
Bow—J. Millar 1st 10h
2—A. Loureiro 1st 8h
3—A. E. Alves 1st 6h
Stroke—A. A. Alves 1st 5h
Cox—F. W. White 1st 5h

"THISTLE."
Station No. 2.—Black, pink and blue.
Bow—E. W. Carpenter 1st 12h
2—W. A. Stopani 1st 10h
3—C. Sherrington 1st 8h
Stroke—R. Lapsley 1st 6h
Cox—R. Henderson 1st 5h

A very even start was made; at the end of the first quarter mile the *Rose* forged ahead, closely followed by the *Shamrock*, *Thistle* being last, no doubt owing to their getting in wash of the Police pinnace going alongside. Putting on a spurt however *Thistle* overtook the first two boats and a good race was the result. At the commencement of the last half mile the crew of the *Rose* appeared to be done but they pulled themselves together and maintained their lead and eventually crossed the winning line one length and a half ahead of the *Shamrock*, who beat *Thistle* by three quarters of a length.

Time 7 min. 0 sec.
HARBOUR POLICE: open to the Chinese members of the Harbour Police; to be rowed in the Service boats; distance, one mile; Entrance, 50 cents; first prize \$4; three boats to start for two prizes.
No. 4 Boat Water Police 1
No. 3 " " " " 2
No. 1 " " " " 3
No. 2 " " " " 4

Four of the five entries started in this race, No. 5 Boat, Harbour Master, having scratched. No. 4 Police Boat was the first to get the lead, a position she maintained to the end, finishing with Police Boat No. 3 a length and a half behind. One length separated 2nd and 3rd.
Time, 9 Min. 48 sec.

TUB SCULLING: (Tub Sculling Boats); distance, half mile; entrance \$1; to be rowed in boats the property of the Victoria Recreation Club.
Station No. 1. No. 6 Tub F. K. Tata 1
" " " " " " " " 2
" " " " " " " " 3
" " " " " " " " 4
" " " " " " " " 5
" " " " " " " " 6

Of the six entries for this race five started. An excellent start was made, but Sayer was soon left behind and Holmes and Tata, obtaining a little headway on the rest, succeeded in increasing the distance until it became a race between the two. Tata, who was pulling a strong sweeping stroke, gradually forged ahead of Holmes and beat him easily by 4 lengths. Rapp came right across the course from Station No. 6, to Station No. 1 and finished third which place should have been taken by Mackie, who was then paddling in the middle of the harbour.
Time 5 min. 21 sec.

PARSEE CUP: presented by the Parsee community of Hongkong; for four-oars; distance, one mile; entrance \$10; to be rowed in boats the property of the Victoria Recreation Club.
"SHAMROCK."
Station No. 3.—White, crimson, blue and sash.
Bow—F. D. Bain 1st 4h
2—F. M. Rosa Pereira 1st 4h
3—A. Humphreys 1st 4h
Stroke—A. E. Alves 1st 4h
Cox—C. M. S. Alves 1st 4h

"ROSE."
Station No. 5.—White and red.
Bow—N. H. Alves 1st 4h
2—A. E. Asger 1st 4h
3—J. Millar 1st 4h
Stroke—J. H. Rance 1st 4h
Cox—F. W. White 1st 4h

"THISTLE."
Station No. 1.—White and red sash.
Bow—H. A. Seth 1st 4h
2—R. Lapsley 1st 4h
3—C. Sherrington 1st 4h
Stroke—C. E. A. Hance 1st 4h
Cox—S. A. Seth 1st 4h

"LEER."
Station No. 4.—White and blue.
Bow—L. A. Rose 1st 4h
2—G. H. Ruby 1st 4h
3—A. Loureiro 1st 4h
Stroke—A. A. Alves 1st 4h
Cox—M. E. Asger 1st 4h

Some time elapsed before the boats could be got in line and when the gun was fired, the *Leak* was about half a length ahead of the other boats. The *Shamrock* soon overhauled her, however, and won easily. The *Rose*, which was some way behind, crossed the line by accident; no other boat finished. The *Leak* should have been 2nd.
Time 7 min. 48 sec.

SNAKE BOATS: Open to Chinese Snake Boats; distance, one mile; 1st Prize, \$10; and 2nd Prize, \$5; eight boats to start for 2 Prizes.
No. 7 Yow Ki White and Yellow 1
No. 6 Siu Yik Red and Black 2
No. 1 Wing Maw Chan Red 3

Seven boats entered for this competition, the result of which was a most interesting race.
Time 7 min. 13.4-5th sec.

LUSITANO CUP: Presented by the members of the Club Lusitano; for four-oars, distance, one mile; entrance \$10; to be rowed in boats the property of the Victoria Recreation Club.
"SHAMROCK."
Station No. 5.—White and blue.
Bow—F. D. Bain 1st 4h
2—G. H. Ruby 1st 4h
3—A. Loureiro 1st 4h
Stroke—A. A. Alves 1st 4h
Cox—M. E. Asger 1st 4h

"ROSE."
Station No. 2.—White, crimson and blue sash.
Bow—L. A. Rose 1st 4h
2—F. J. Engelken 1st 4h
3—C. Sherrington 1st 4h
Stroke—A. E. Alves 1st 4h
Cox—F. W. White 1st 4h

"THISTLE."
Station No. 1.—White red sash.
Bow—J. Millar 1st 4h
2—A. J. Mackie 1st 4h
3—E. W. Carpenter 1st 4h
Stroke—C. E. A. Hance 1st 4h
Cox—R. Henderson 1st 4h

"LEER."
Station No. 3.—White and red.
Bow—F. M. Rosa Pereira 1st 4h
2—R. Lapsley 1st 4h
3—A. Loureiro 1st 4h
Stroke—J. H. Rance 1st 4h
Cox—S. A. Seth 1st 4h

"KORNBLOME."
Station No. 4 Dark and light blue.
Bow—H. A. Seth 1st 4h
2—A. E. Asger 1st 4h
3—G. Humphreys 1st 4h
Stroke—E. Herbst 1st 4h
Cox—C. M. S. Alves 1st 4h

The programme being half an hour behind time this race was rowed practically in the dark. The *Shamrock* finished eight lengths ahead of the *Rose* and the remainder gave up.
Time, 7 min. 39 sec.

SAILING RACE FOR YACHTS AND PARTIALLY-DECKED BOATS: (in two classes), Y. R. A. time allowance; prize, a Cup for each class; entrance \$4, Course 9 miles.
A. CLASS.
No time allowance.

B. CLASS.
Names. Owners. Rating.
La Cigale Mr. W. Wickham 2 minutes.
Rela Mr. E. M. Hazeland 3
Claret Mr. C. Browne, R.E. 3
Alcor Mr. C. H. W. Kew 3
Payne Mr. J. Hastings 3
Active Mr. E. B. Shepherd 10
Thistle Mr. E. H. Good 10

The result was as follows:
A. CLASS.
Erica H. M. S. 27 38
Donito 4 57

B. CLASS.
Rela 4 20 16
La Cigale 4 11 20

The Regatta was resumed at 1 o'clock to-day.

THE AMUR MASSACRE AND THE BOER WAR.

A correspondent of a home contemporary, writing from Kieff last month, said:—

Shortly after the truth of the massacre of the Chinese natives in Blagovestschensk by Russian troops last Autumn became publicly known to all Europe, and was demonstratively confirmed and proved by a number of independent eye-witnesses, as was by the tacit admissions of the Amur authorities themselves, it was officially announced that a rigorous investigation of all the circumstances of that event would be subsequently instituted. In a half-hearted way, the leading Metropolitan journals affirmed at the time that such an inquiry was necessary to the honour of the Russian Army.

As a matter of fact, there was never any kind of doubt or mystery as to the personality of the prime author of the massacre. The Russian General who issued and his subordinate officers who executed, the order for the indiscriminate butchery of the Chinese population—men, women, and children—to the number of about seven thousand, were perfectly well known to the Russian War Office. They were not only never called to account, but have since been promoted, decorated, and publicly thanked in the name of the Tsar for their unwonted zeal. There was never the slightest intention of holding a court-martial or of punishing the guilty authors and executors of one of the blackest of the many crimes which have sullied the name and fame of the Russian Army in almost every war which this country has waged, from the days of Suvaroff down to the massacre of the Poles under Muravieff, and of the Turcomans at Geok Tepé; and, lastly, to this crowning infamy at Blagovestschensk. And yet, week in, week out, for the last twelve months, the St. Petersburg Press has never desisted from its charges of gross inhumanity against the British officers and troops in South Africa. In this respect, the effrontery of many of the more prominent of the Russian political journals has no parallel in European journalism, not even among the most rabid of the French Nationalist organs.

As indirectly bearing upon the Blagovestschensk affair, I may mention that, a few days ago, I had some conversation with a Russian General on the subject of the protraction of the Boer War. This officer, whom I know to be personally a humane man, expressed his utter surprise at the "extraordinary patience, forbearance, and misplaced humanity" of the British commanders in South Africa. "Were a Russian Army dealing with the obstinacy of the Boers," he said, "we should have made a clean sweep of them many months ago, without pausing to consider the means or morality of our procedure." But, I objected, that would be contrary to the observances of civilized warfare. "Just so," said the General, "but the observances of civilized warfare depend, with us at least, very much upon the circumstance of the particular war in which we may be engaged. If you glance back through our military annals, you will find that we have always adopted the same drastic method of delivering a *coup de grace* to a stubbornly obstinate enemy. I do not defend the morality of the method, although it is occasionally the more humane way of putting an end to a desultory and destructive, and on the enemy's part, utterly

hopeless war. I merely mention the fact in order that you may estimate at their proper value the Russian Press comments on the Boer War of which you complain.

THE G. O. M. OF THE P. & O.

"Quite a singular comparison," writes a London correspondent of the *Indian Import and Export Trades Journal* "may be drawn between the careers of the Great Clive and of Sir Thomas Sutherland who has just been obliged to confess seven and sixty years of strenuous life. Each of them started on the lowest rung of the ladder of life: Clive was an invincible clerk in a branch office of the John Co. 'Tom' Sutherland was an office boy in a branch of the mighty steamship company over which he is now supreme. Each made the East, and India especially, the field of his labours. And it may fairly be said, without fear of exaggerating, that nothing could have more fully consolidated and perfected Clive's work than the efficiency and success of the splendid fleet of 60 steamships over which Sir 'Tom' rules.

"And, indeed, that efficiency and success are due to him. When, from the humble position of an office boy, the Scotch lad raised himself to the comparatively responsible post of P. & O. agent at Hongkong, the company was in a bad way. The boats were old and ill-managed. Profits were eaten up by the unbusiness-like working of the fleet, and matters looked black indeed. It was at that time that some inspired director suggested recalling the young Hongkong agent and transforming him into a member of the board. So 'Tom' Sutherland, the quondam office boy, came to sit in the board's room in Leadenhall street. From that day, some thirty years or more ago, the name of Sutherland has been almost synonymous with the P. & O. Under his guardianship the company, beginning with antiquated paddle-wheel steamers, has had a quarter of a century of ever-increasing prosperity and efficiency, till to-day it holds perhaps the highest position of all steamship companies in the world, as it certainly holds the keys to British India; while its annual receipts amount to more than three millions sterling.

"A fine record, in truth. Clive made his Company; Sutherland has made his. But Clive's work would have been useless without a P. & O. And Sutherland is an enthusiast. There lies his secret. He has always brought to his work a keen love for his fleet and the great purposes it serves. A born administrator, he has ever satisfied himself with nothing less than the most minute supervision of all the countless and intricate details of the fleet's working. Among the employees of the Titanic Company it is jokingly said that Sir 'Tom' would miss a cargo sack if it was moved."

H.M.S. "AMPHITRITE" TO CALL SHORTLY.

The new first-class cruiser *Amphitrite*, which has only just returned from the Mediterranean, whither she had been dispatched to carry reliefs for the beleaguered *Illustris*, has been selected for further troping service. Her next duty of this nature is stated to be a voyage to Hongkong for the purpose of taking out new crews for the *Alacrity* and *Snipe*, which are to be paid off and recommissioned on the China station. The *Amphitrite* has never yet served a foreign commission, but has been employed at naval manoeuvres. She is a four-funnelled cruiser of 11,000 tons displacement, and about 21 knots speed; four of her sisters, i.e. the *Argonaut*, *Andromeda*, *Diadem*, and *Niobe*, have been in commission for some time, the latter two at present acting as escort to the *Ophir*. These are all Belleville boiler ships, and appear to be doing good work, in spite of the evil forebodings of the Waterbury Boiler Committee. The *Amphitrite* was "never sick nor sorry" during the naval manoeuvres, and has acquitted herself well on her recent trip to the Mediterranean and back. I am glad to say that I continue to hear good accounts of the *Argonaut* and *Andromeda*.—*Globe*, Nov. 1st.

EASTERN EXTENSION TELEGRAPH COMPANY.

The directors' report of the Eastern Extension Australia and China Telegraph Company states that the gross receipts for the half-year ended June 30 last have amounted during that period to £346,336, against £313,225 for the corresponding half-year of 1900. The working expenses, including £28,338 for maintenance of cables, absorb £115,781, against £108,660 for the corresponding period of 1900, leaving a balance of £230,554. From this is deducted £6,908 for income-tax, £6,400 for interest on debenture stock, £2,048 for expenses in connection with the new issue of shares, and £175 for subscription to the National Memorial to the late Queen Victoria, leaving £215,023 as the net profit for the half-year. Two quarterly interim dividends of 12 per cent. each, amounting to £75,000, have been paid for the half-year, leaving an available balance of £140,023, from which £121,000 has been transferred to the general reserve fund and £19,023 carried forward. During the half-year under review, the company, in conjunction with the Great Northern Telegraph Company, duplicated the Taku-Chiefco section of the international cables which they established to the north of Shanghai in the autumn of last year. Partial renewals of the cables between Singapore, Malacca, and Java were also carried out during the half-year, and the cost, amounting to £7,870, has been charged against the general reserve fund. The company's expenditure on account of the Cape-Australian cable up to June 30 amounted to £13,241, of which £125,137 was debited to the general reserve fund last year, and the balance of £458,104 is charged against the fund.

COTTAM & CO., DRESS SHIRTS, TIES and COLLARS.

COTTAM & CO., TRESS'S FELT and STRAW HATS.

Auction.
PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW,
(FRIDAY), the 13th December, 1901,
at 3 P.M.,
AND
SATURDAY, the 14th December, 1901,
at 2.30 P.M.,
at his Sale Rooms, Duddell Street,
A FINE COLLECTION OF
RARE CHINESE, STRAITS SETTLEMENT AND BORNEO STAMPS.
(Particulars can be seen in Catalogue).
On View from Tuesday, the 10th instant.
TERMS—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 12th December, 1901. [1342c]

Masonic.
PERSEVERANCE LODGE OF
HONGKONG, No. 1,165.
A REGULAR MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zetland Street, on MONDAY, the 16th instant, at 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 10th December, 1901. [1347c]

Entertainment.
ST. JOHN'S CATHEDRAL.
THE FIRST FESTIVAL SERVICE of the HONGKONG DIOCESAN CHORAL ASSOCIATION will be held in the above Cathedral, at 5 P.M.
TUESDAY, 17TH DECEMBER, at 5 P.M.
ORDER OF SERVICE:—
Overture "Stabat Mater" Rossini.
Processional Hymn "Onward Christian Soldiers" Sullivan.
CANTATA "THE HOLY CITY" A. R. GAUL.
Voluntary "Stabat Mater" Rossini.

By kind permission of Colonel the Hon. R. H. Hervey and Officers of the Royal Welsh Fusiliers the Band of the Regiment will Assist.
SOLOISTS:—
Soprano: Mrs. ANDERSON; Contralto: Mrs. DEALY.
Tenor: Mr. G. P. LAMMERT; Basses: Messrs. C. H. P. HAY and W. J. TERRILL.
Organist: Mr. G. GRIMBLE.
Conductors: Mr. J. H. MOIR, R.W.F., and Mr. A. G. WARD.
Seatholders are requested to be in their Seats before 4.55 P.M., as all Seats unoccupied will be considered free after that time. It is hoped "that those who attend will contribute liberally to the collection, especially remembering that the Order of Service and Words of 'The Holy City' will be distributed free."

ALFRED CUNNINGHAM,
Hon. Secretary, S. J. C. Choir.
Hongkong, 10th December, 1901. [1346c]

Insurances.

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1901. [130]

For Sale.


FOR SALE.
KOWLOON INLAND LOT No. 615, having erected thereon the HOUSE known as **SHAN BUNGALOW.** The Lot has an area of 61,222 square feet, and has road frontages of 345 feet on Observatory Road, 201 feet on Kimberley Road and 176 feet 6 inches on Des Voeux Road.
For Particulars, apply to
Messrs. M. MODY & CO.,
54 & 56, Queen's Road Central.
Hongkong, 9th December, 1901. [1341c]

FOR SALE, CHEAP.
A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition.
For Price, &c., apply to
THE ROBINSON PIANO CO.,
Hongkong, 29th May, 1901. [1361c]

FOR SALE.
SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply
"STEAM,"
C/o The Hongkong Telegraph.
Hongkong, 10th August, 1901.

ST. JOSEPH'S COLLEGE, HONGKONG.
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

Intimations.



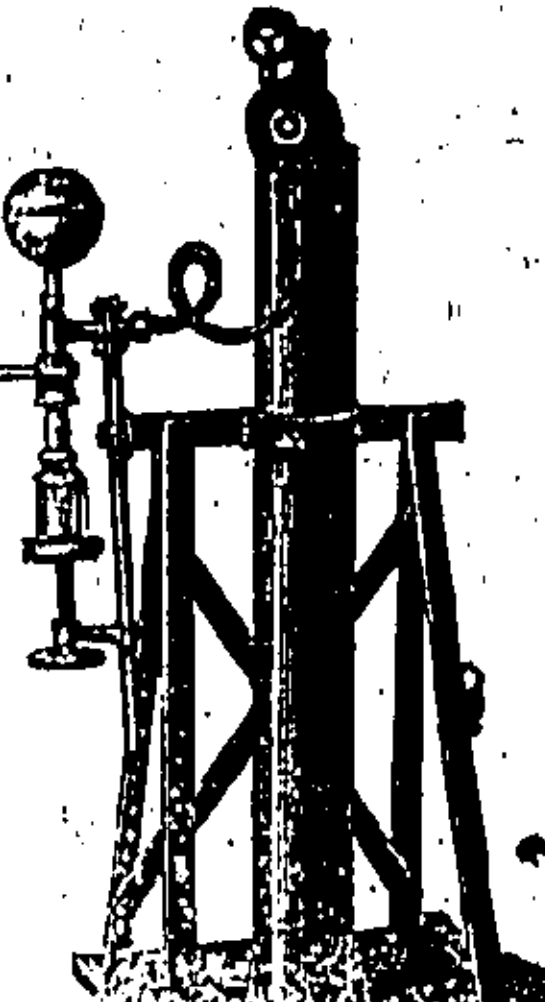
RAINIER BEER.

SOLE AGENTS:
A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong, 12th December, 1901. [1028c]

W. BREWER & Co.
23 & 25, QUEEN'S ROAD.
NEW BOOKS & NEW EDITIONS. CHRISTMAS CARDS in Great Variety.

Deasy's Thibet and Chinese Turkistan \$3.75
Sandow's Book of Strength 1.75
Tommy Atkins, by Rev. Hardy 3.50
Scott's Waverley Novels, 25 Vols 12.50
The Giants Gate, by Max Pemberton 1.50
The King's Regulations 6.00
Paasch's from Keel to Truck 14.00
Hongkong, 11th December, 1901. [1689c]

NEW PATENT SODA-WATER-MACHINE.
Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.



The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & Co.
Hongkong, 29th July, 1901. [733c]

INCANDESCENT GAS LIGHT.
The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co., VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.
ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.
BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co., CONNAUGHT HOUSE.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street, Shanghai.
12th October, 1898. [131]

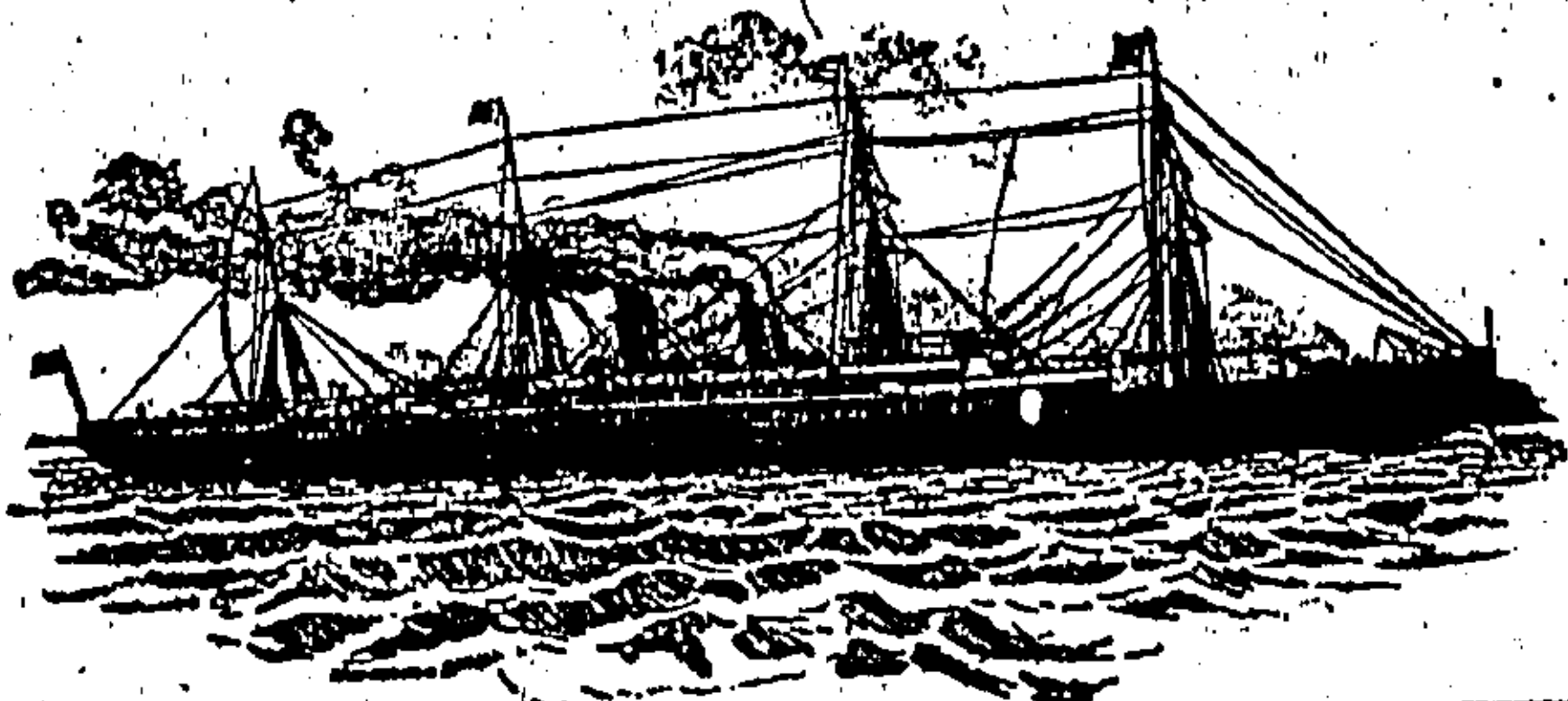
THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE. TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.
[755c]

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, FRICKHAM, LONDON, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	SATURDAY, 14th Dec., at Daylight.
"HONGKONG MARU"	SATURDAY, 21st December, at Noon.
"OHINA"	TUESDAY, 31st December, at Noon.
"DORIC"	THURSDAY, 9th Jan., 1902, at Noon.
"NIPPON MARU"	SATURDAY, 18th January, at Noon.
"PERU"	SATURDAY, 25th January, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

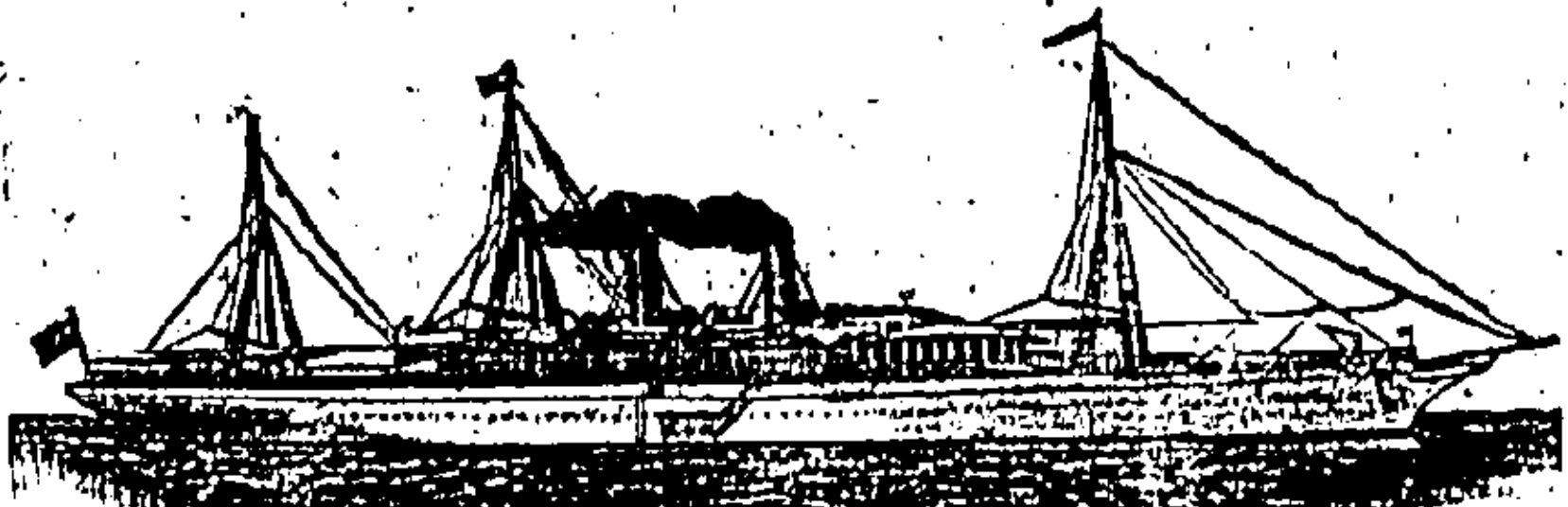
Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th December, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 29th January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHENIAN	Comdr. H. Mowat	WEDNESDAY, 26th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. Apply to D. E. BROWN, General Agent, Padder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STRAIMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SURVIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	12th Dec.	Freight.
BORCK	NEW YORK.	about 20th Dec.	Freight.
ATHESIA	via SUZ CANAL.		
WAGNER	HAVRE and HAMBURG.		
BREHMER	(Calling at SINGAPORE and COLOMBO)		
NUERNBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	6th Jan.	Freight.
AMMON	HAVRE and HAMBURG.		
STRASSBURG	(Calling at SINGAPORE and COLOMBO)	13th Jan.	Freight.
MADON	HAVRE and HAMBURG.		
SAMBIA	(Calling at SINGAPORE and PENANG.)	28th Jan.	Freight.
SCHMIDT	HAVRE and HAMBURG.		
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Hon. Cecil Edwards.
Hungham.
Jasbott.
Kunghcong.
Lumiokeun.
McAuliffe.
Melchers (2 telegrams).
Neilson.

RAILWAYS IN CHINA.

The opening up of China by means of railways constructed throughout the country appears to be on the eve of consummation, as the prejudices of the people against this mode of locomotion have been in a great measure removed, says an American paper. The astute Chinaman recognizes the great benefits railways would confer on the commerce and trade of the Empire, and an immense impetus will be given to traffic, and new markets established, as soon as the projected lines are completed. The following information with regard to the railways at present in existence in China and those for which concessions have been granted by the Chinese Government, or which are proposed to be asked for, has recently been prepared by the Bureau of Statistics of the Treasury Department of the United States and published in the Monthly Summary of Commerce and Finance.

The 400,000,000 people of China are now served by 350 miles of railway, or less than one mile for each million people. More than ten times this length of railway, however, is now projected, and not only projected in the ordinary sense of the term, but in many cases being actively pushed forward and with prospect of a comparatively early completion. The roads thus far constructed belong to the Chinese Government, and were constructed under its control and direction and at its expense. They connect Peking, the capital, with Tientsin, the most important treaty port of northern China; and thence to Shan-hai-kuan, lying, as does Tientsin, on the Gulf of Pechili; while another part of the line runs south-westwardly from Peking to Paoing, the capital of the province of Chihli, in which Peking is located.

China's first railroad was opened in 1876 between Shanghai, the New York of China, and Wusung, 15 miles distant, lying more directly upon the seacoast on an estuary of the Yangtze, with which Shanghai is connected by the Wusung river. Its existence, however, was very brief, for native prejudice and superstition were so strong that local authorities bought up the line, which had been constructed by British enterprise, tore up the rails and abandoned it. Five years later, however, Mr. G. E. Kiandler, an English engineer, who had been placed in charge of some coal mines near Tientsin, found in existence a tramway over which coal was transported on cars pushed by Chinese workmen, and gradually extending it north and south, finally placed a steam engine upon it for use in transporting coal; and Chinese prejudice, after finding that the use of the engines did not bring the disaster anticipated, gave way; and the roadway developed into one for general traffic, and extended little by little until it reached Tientsin at the south and the treaty port of Shan-hai-kuan on the north, and proving successful and popular, was further extended from Tientsin to within a short distance of Peking, with which it was connected by an electric road, the entire system proving so popular that it soon became necessary to enlarge its facilities, its patronage being gathered from native as well as foreign interests and individuals. From Peking it has been extended, as already indicated, south-westwardly to Paoing, and thence is expected to penetrate the important coal and iron regions lying within easy reach.

This comparatively short system of 350 miles, connecting the capital of the Empire with two of the important treaty ports on the coast and with Paoing, the capital of the province, in the interior, is the germ from which has sprung a prospective railway system of more than ten times its length.

In this prospective railway enterprise all the great nations, or at least representatives of all the great nations, are interested. Starting from Manchuria, the extreme north-easterly dependency of China, is a projected Russian line to connect with the great Russian Trans-Siberian railway, now nearing completion, and which will bring its great traffic to the ice-free ports of Port Arthur and Tientsin, on the Gulf of Pechili, which lies directly east of Peking and Tientsin, the most important treaty port of North China. To this proposed Russian line the Chinese Government has already given assent, and work upon it is in progress, the men and property utilized in its construction being guarded by Russian troops, thus bringing into northern China a Russian influence and military force which have led the map-makers and students of the great affairs of nations to already shade, whether justly or unjustly, that portion of the map of China as a "Russian sphere of influence." This Russian line passes near to the important treaty port of Newchwang, where American and British commerce is already well established, and in order to minimize the danger to this commerce by the proximity of the Russian line and Russian interests, British capital has arranged for the construction of a road from Shan-hai-kuan, already touched by a completed line from Peking to Tientsin, to Newchwang, thus giving a ready railway communication with the capital, the great port of Tientsin, and thence toward the Yangtze Valley, where the British have arranged with China that there shall at least be no concessions in favour of any other Government, and which valley is thus by some, though with doubtful propriety, termed a "British sphere of influence."

The important territory lying between Peking and Tientsin in the north, and the great Yangtze Valley in central China, is already a checker-board of proposed railway lines. One of these runs from Tientsin south-eastwardly to Shanghai, at a distance of from 100 to 350 miles from the coast, following the general course of the Grand Canal, but at considerable distance from it at places, and having a length of probably 700 miles. A small portion of this from Shanghai northward is a British concession; but, as a part of the proposed line extends through the province of Shantung, in which the Germans claim railway and mining rights under their Kiaochau concession, British and German capital has combined for the construction of the large proportion of the road. At two points midway it is tapped by purely German lines, which run eastwardly to the German possessions and port of Kiaochau, penetrating important coal and iron regions, the population of the province through which they extend, Shantung, being more than 36,000,000.

Lying west of the British-German line which connects Shanghai with Tientsin and Peking, and from 200 to 400 miles distant, is another important line, which is to connect Peking with Hankow, the most important interior city of China. Hankow is on the Yangtze river, at the head of what may be termed deep-water navigation, being reached by large seaport steamers that bring it into direct water communication with Shanghai and all the other great ports along the coast. The importance of a line which connects this great business centre of nearly a million people with the capital of the Empire, and at the same time passes through an important agricultural and mining section having a population of 100,000,000, can scarcely be overrated. This proposed line, about 650 miles long, is in the hands of a Belgian syndicate, though expression has been given to the belief that Russian influence and Russian funds co-operate in its proposed construction and prospective control, and some colour is given to this belief by the fact that a shorter line under admittedly Russian control is to connect it at the north with the important coal and iron regions of Shansi province.

Still west of this important line is a series of several hundred miles in length penetrating the great iron and coal districts of north-western China, which are designated as the greatest coal deposits of the world, the proposed line under a combination of British and Italian interests, and the concession granted being not only the privilege of constructing the proposed roads, but also the mining of coal and other business opportunities. Some of these lines extend south-westwardly towards the Yangtze Valley, in whose development British interests are especially concerned, but the connections are with the Proposed Hankow-Peking line, which, as already indicated, is in the hands of a Belgian syndicate.

In the great territory south of the Yangtze America and British lines are the only ones to which concessions have yet been granted, except in the extreme south adjacent to the French territory of Tonkin, where several comparatively short concessions have been granted to lines under French control. Running southward from Shanghai, at a short distance from the coast, is a British line to connect the treaty ports of Wenchow, Ningpo, and Hangchow with Shanghai, and which is quite likely to be extended to the treaty ports farther down the coast and finally to Hongkong, or rather the recently acquired British territory adjacent to Hongkong, where it would connect with a short British line now under construction and with the great southern commercial centre of Canton. The length of this line now projected, and for which concessions have been made, is about 200 miles. From Shanghai westwardly there is also a short British line, proposed to extend to Soochow and Nanking.

American railway concessions in China are, up to the present time, confined to a single but very important line which is to connect Canton, the great commercial centre of southern China,

GIRAULT: TOYS: COMICAL: DELICATE: CHOICEST: MORSELS FOR THE TABLE.

GIRAULT: NOVELTIES: BEAUTIFUL: FULFILLING: PLEASANT: LAUREL: GAMES: CROQUET, &c., &c.

Hongkong, 22nd December, 1901.

with Hankow, the great interior city and commercial centre already described. This line, which is about 600 miles in length, passes through a rich and important agricultural section, having a population equal to that of the United States, and at its centre taps an important iron and coal area. The direction of the proposed line is almost due north and south, and while it practically touches the seaboard at its southern terminus, where it reaches the Yangtze, at the north is several hundred miles interior thus bringing into connection with the great port of Canton the products of the Upper Yangtze Valley. At Hankow the proposed American line will connect with the proposed Belgian line, which reaches Peking, thus placing in direct communication the capital of the Empire at the north, the great commercial centre, Hankow, in the interior, and the great producing centre in the western interior, with the great seaport at the south, Canton. This concession was granted to American capitalists in April, 1898, under an agreement executed after due imperial sanction by the present Chinese Minister at Washington.

In the extreme south of China, French interests are proposing sundry railway lines to connect their ports and navigable rivers of Tonkin with the cities and provinces of southern China. These proposed lines not only connect the French territory of Tonkin with the treaty ports of Mengtze, Wuchow, and Pakhoi, but also the important points of Yunnan, Nanning, and the navigable waters of the West River, which form a connection with the port of Canton and the railway lines that are to centre there, and thus give connection with the great railway system of China.

Lying several hundred miles west of the proposed American line is a British line to connect the province of Szechuan in the west of China with Canton and Hongkong, Szechuan is the largest, most populous, and perhaps the most productive of the provinces of China, being an elevated tableland lying at the head of navigation on the Yangtze, which section is quite similar to that of the Upper Mississippi in our own country. This proposed British line connects Chengton, the capital of Szechuan, with Wuchow on the West River, which has recently been opened to commerce, and from which point traffic will reach Canton either by the West River or by an already projected line from Wuchow to Canton. This proposed British line connecting Szechuan with the lines which reach Canton is about 600 miles in length.

Another extremely important British line proposed differs entirely from any of those already described, in the fact that it is an effort to connect China and her railway systems with the railway systems of British India. This bold project is now to extend the existing railway line from Mandalay, in Burmah, to the Chinese border at Kunlon; Ferry. From that point it is intended to build a British line north-eastwardly into the Chinese province of Yunnan and to the city of Yunnan itself, and thence farther north-eastwardly to Chungking, in the great province of Szechuan, to the head of navigation on the Yangtze. This proposed line would cross the British line connecting Szechuan with Canton, thus not only putting the railway system of Burmah into direct communication with Canton, but also bringing it into communication with the head of navigation in the great Yangtze Valley, whose commerce is looked upon as the most important of that of all China. While this project of tapping southern, western, and central China by a connection with the Burmah and Indian Railway systems necessarily encounters many serious obstacles, because of the character of the territory through which the connecting lines must pass, it is one of great importance and almost startling in its conception and possibilities, since, if successful, it would bring the existing railway system of India, having a total length of 25,000 miles, into touch with the proposed railway system of China and connecting through China with the great Russian trans-Siberian road, thus giving a direct and connecting railway line from St. Petersburg eastwardly through Russia and Siberia, southwardly through China, and again westwardly into and extending through British India.

The cost of these proposed railway lines in China will be, if carried out, an enormous sum. The lines constructed up to the present time have been built under the control and at the expense of the Chinese Government. The recent concessions proposed to permit the construction of lines by capital and organisations composed of residents of other countries. The funds for this purpose are in most cases to be secured by mortgage upon the railways thus created, the disbursement and future management to remain in the control of the foreign lenders during the term of the mortgage, but the lines themselves, after the mortgage lien is paid, are in most, if not in all, cases to become the property of the Chinese Government. Thus far efforts of foreigners to obtain a share of stock interest in addition to the mortgage lien, have usually been unsuccessful, though in many cases the length of time for which the loans are to run and the control of the lines remaining in the hands of those furnishing the funds may be considered as approaching an equivalent to ownership, so far, at least, as the present generation is concerned. In the American contract, an issue of debentures is permitted which, to a certain extent, may participate in the prospective profits of the enterprise, and in the Belgian contract those supplying the funds are to participate in the profits during the thirty year's term in which the loan is to run before payment. That the attention of the Chinese Government is to finally and absolutely control its railways is further evidenced by the fact that in its agreements with those proposing to construct lines it requires that schools of instruction for Chinese in the

construction and management of railways shall be established, and that a certain proportion of the employees of the road shall be natives and citizens of the empire, thus providing for the education in railway construction and management of its own people by the time that the system of roads now proposed shall revert to the direct control and ownership of the Government. A series of regulations for railways and mines, issued in December, 1898, requires that "in all cases every endeavour must be made to have the Chinese proportion of the capital of such enterprise the greater, and there must be a proportion of at least three-tenths of the shares owned by the Chinese. Sanction will not be given in cases where all of the money is foreign." The regulations further provide that "the proportion of profits to be paid to the Government for railways will be four-tenths, and for mines 25 per cent., to the Board of Revenue." A requirement which seems likely to prove, to say the least, embarrassing to railway enterprises which have not already secured concessions.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Roma*, connecting with the steamer *Bengal*, at Colombo, from London, Nov. 14.—To Shanghai: Mr. Otte. To Hongkong: Mr. and Mrs. Dempster, Miss Dempster, Mrs. Pringle and 2 children, Messrs. W. Pope, Tuckwell, J. H. Coch, S. J. Bull, Mr. and Mrs. C. P. Ruegg and 2 sons, Lieut. and Mrs. Townley and child, Mr. R. E. Humphreys. From Marseilles.—To Shanghai: Mr. C. O. Liddell and son, Mr. Rettburg. To Hongkong: Dr. and Mrs. Cliff.

Per P. and O. steamer *Shanghai*, from London, Nov. 16.—To Yokohama: Mr. J. M. Maitland. To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon, Mr. H. W. Merrill, Miss Dixon. To Manila: Messrs. A. Turner, and G. F. Sinclair.

Per P. and O. steamer *Himalaya*, connecting with the steamer *Coromandel*, at Colombo, from London, Nov. 29.—To Yokohama: Mrs. and Miss McIsaac. To Shanghai: Mr. and Mrs. W. McAustan, Mr. R. D. Ballantine, Mr. de Bretton-Giolma, Mr. and Mrs. J. Lowe. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. F. R. Fleming, Mrs. Arnold and child, Mrs. Lewis and 4 children, Mrs. Hamilton and 3 children, M. J. G. Kinnaird, Mr. A. G. Fletcher. From Gibraltar. To Hongkong: Mrs. Hayward and 2 children. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.

Per P. and O. steamer *China*, connecting with the steamer *Parramatta*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorrie. From Marseilles, Dec. 20.—To Hongkong: Mr. Houston.

Per P. and O. steamer *Dombay*, from London, Dec. 14.—To Yokohama: Mr. and Miss Maw.

Per Messageries Maritimes steamer *Indus*, from Marseilles, Nov. 17.—To Yokohama: Mrs. Menier, Mr. Vertongen Gosus, Mr. R. S. Furlong. To Shanghai: Messrs. Andre Brand, Jules Gony, Deverit, Duval, Mr. and Mrs. Taminé. To Hongkong: Mr. and Mrs. Nixon, Messrs. Kahn, Weill, Levey. To Haiphong: Messrs. Durupt, H. Ginsneaud, Mr. and Mrs. Chalmers. Messrs. Chloret, Trincardieri, Nicholas, Freynet, and Zaborowski.

Per Messageries Maritimes steamer *Caladonia*, connecting with the steamer *Tonkin*, at Colombo, from Marseilles, Nov. 24.—To Yokohama: Mr. and Mrs. Nakai.

Per Messageries Maritimes steamer *Tonkin*, from Marseilles, Dec. 1.—To Yokohama: Mr. and Mrs. Stein.

Per Messageries Maritimes steamer *Laos*, from Marseilles, Dec. 15.—To Shanghai: Mr. Yang Si Tcheng, Mr. Che Tseng.

Per Norddeutscher Lloyd steamer *Prinz Heinrich*, from Bremen, Nov. 13, and Southampton, Nov. 18.—To Yokohama: Mr. G. Kowalski. To Shanghai: Mr. and Mrs. Melver, Miss Butler and friends, Mr. and Mrs. Thompson, Mr. Baikie, Dr. McPhun, Mr. Lester and family, Mr. and Mrs. Rudland and child, Dr. and Mrs. Wilson and family Mr. and Mrs. Conway, Misses Culverwell, Lloyd, Towle, Simpson, Harms, Warman, Dewar, Mr. and Mrs. Simpson and family, Mr. Gillmer, Mr. and Mrs. Robertson, Messrs. Brackenbury, Richardson, Smith and friend, Mrs. Grenier and child, Miss Binstead, Mrs. Agassiz and children, Mrs. Allen, Messrs. Wallace, Davies, Mrs. Leenox and 3 children, Mr. and Mrs. Spinney, Mrs. Swan and child, Misses Tribe, H. Jenkins, Messrs. A. H. Budgson, Mason, Argentine, Jennings, Mrs. Dowling and children. To Hongkong: Mr. Hickie, Mr. A. Rodger, Mr. W. Taylor, Mr. and Mrs. Capell, Mr. and Mrs. F. B. Marshall, Miss Powell, Messrs. T. Gibbs, Pearce, T. L. Richardson.

Per Norddeutscher Lloyd steamer *Preussen*, from Bremen, Nov. 27, and Southampton, Dec. 2.—To China: Messrs. Fritzell, Smith.

For Sale.

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THE
SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION
OF THE
"HONGKONG TELEGRAPH."
TEN PAGES.
PRICE 50 CENTS.

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Hongkong, 2nd May, 1901.

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G. GIRAULT, CRYSTALLIZED GLAZES, FRUITS, ROSE, MAROONS, GLAZES a most Splendid Assortment. 1901

Auction. PUBLIC AUCTION.

NOTICE OF SALE OF A VALUABLE COLLECTION OF JEWELLERY AND PRECIOUS STONES.

The Undersigned have been favoured with Instructions to sell by PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

SATURDAY,
the 14th December next, at 11 a.m., within their Sales Rooms,
No. 20, Des Voeux Road.

A LARGE ASSORTMENT OF LADIES' & GENTLEMEN'S JEWELLERY,

comprising:—
DIAMOND, OVAL and CORAL NECKLACES, WATCHES, LADIES' LONG CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, RINGS SET with PRECIOUS STONES, SCARF PINS &c., &c. Settings of English and Chinese Workmanship (the English settings being of Solid Gold, Hall marked 15 and 18 Carat);
Also:
A large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.
This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home for the Philippine market, but owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.
Catalogues will be ready on the 10th December next, and the several Articles will be on view in our Sales Rooms on the 12th and 13th.
TERMS:—As usual.

HUGHES & HUGH,
Auctioneers.

Hongkong, 4th December, 1901.

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Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
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CHOPS, STEAKS, etc., etc., at any time,
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Monthly Table at Moderate Rates.
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FRENCH SWEETS and CRYSTALLIZED MIXED
FRUITS from a well known French maker,
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BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.
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STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU John Campbell	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 13th Dec., at Daylight.
RIOJUN MARU N. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Dec., at 4 P.M.
KAWACHI MARU J. S. Thomson	KOBE and YOKOHAMA	FRIDAY, 20th Dec., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Dec., at Noon.
IDZUMI MARU M. J. Currow	HAMA	FRIDAY, 20th Dec., at Noon.
WAKASA MARU J. B. Macmillan	BOMBAY (DIRECT)	FRIDAY, 20th Dec., at Noon.
KUMANO MARU E. W. Haswell	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 27th Dec., at Daylight.
IYO MARU S. J. G. Parsons	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Dec., at 4 P.M.
	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 30th Dec., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 11th December, 1901.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 16th December, 1901, at 1 P.M., the Company's Steamship "VILLE DE LA CROIX," Captain Fiaschi, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 15th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 4th December, 1901. 11004c

NORTHERN PACIFIC STEAMSHIP COMPANY.

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FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Days of Week.	Captains.	Proposed Sailings.
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Victoria	2, 4, 6	J. Pantou	Dec. 27
Olympia	1, 3, 5	J. Truebridge	Jan. 11
Glenogle	2, 4, 6	W. Frakes	Feb. 7

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Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.
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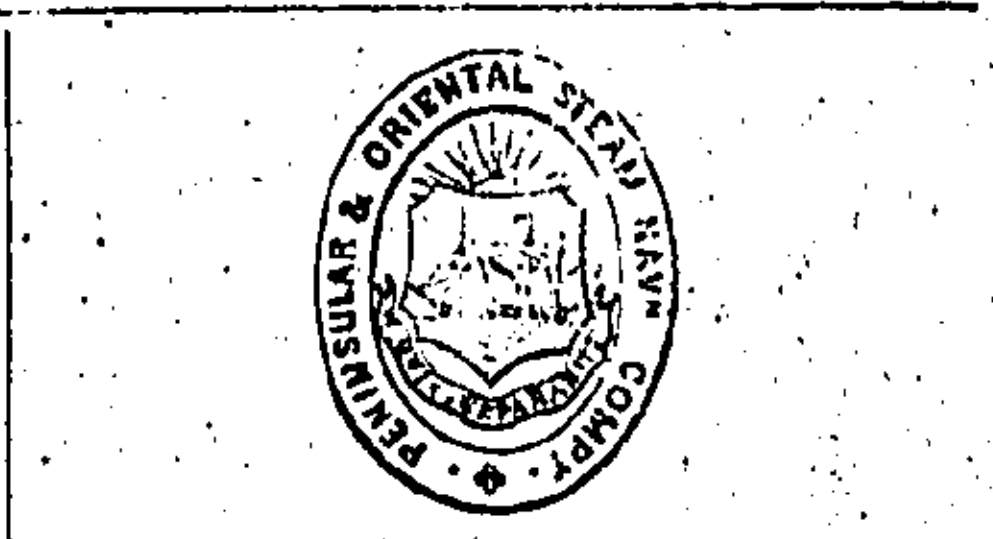
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For further information as to Passage or Freight, apply to
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Hongkong, 6th December, 1901. 114c

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LENNOX"	about 21st Dec.
"ORONSAY"	31st Dec.
"AFRIDI"	about 10th Jan.
"HILGLEN"	20th Jan.
"LOWTHER CASTLE"	31st Jan.

For Freight and further information, apply to
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Hongkong, 6th December, 1901. 11004c



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
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THE Steamship
"CHUSAN,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th December, 1901. 11c

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHAFALAYA, OREGON & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra about Dec. 30

THE Steamship
"THYRA,"
will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th December.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.
Consular invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
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Hongkong, China and Japan.
Hongkong, 11th December, 1901. 11032c

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HARTMAN'S PATENT MOTOR
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&c., &c.

SOLE AGENTS FOR
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and
O. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 10th May, 1899. 110c

NOTANDA.

CALENDAR.		
DECEMBER.		
Meteorological means based on fifteen years' observations to 1895.		
Barometer	30.181	
Thermometer	62.4	
Humidity	64	
Rainfall	0.985	

TO-DAY.		
WREATHER REPORT.		
On date at 10 a.m.	On date at 4 p.m.	
Barometer	30.14	30.01
Thermometer	66	67
Humidity	75	74
Rainfall	0.17	

TO-DAY.		
Thursday, 12th December, 1901.		
Chinese—2nd of 11th moon of 27th year of Kwang-shu.		
Sun—Rises	6hr. 31min.	
Sets	5hr. 10min.	
High water—Morning	10hr. 59min.	
Afternoon	4hr. 37min.	
Low water—Morning	3hr. 56min.	
Afternoon	2hr. 38min.	

ANNIVERSARIES.		
1840—Rev. V. Stanton released by the Chinese authorities.		
1843—Death of the ex-King of Holland.		
1857—The demands of the Allied Plenipotentiaries forwarded to Voh.		
1874—The N. Y. K. & Co.'s steamer <i>Mongol</i> ran on a sunken rock near the Nine Pins and sank in five minutes, 17 lives lost, including Capt. Flammank and his wife.		
1890—Imperial decree stating that the Foreign Ministers at Peking are to be received in audience every New Year.		
1895—Great fire at Hanyang, over 1,000 houses destroyed.		
1900—Supplementary War vote of £10,000,000.		

TO-MORROW.		
Friday, 13th December, 1901.		
Chinese—3rd of 11th moon of 27th year of Kwang-shu.		
Sun—Rises	6hr. 23min.	
Sets	5hr. 10min.	
High water—Morning	10hr. 30min.	
Afternoon	4hr. 37min.	
Low water—Morning	3hr. 31min.	
Afternoon	3hr. 11min.	

AGENDA.		
Gospel Hall.		
6 Arsenal Street, Top Floor.		
Off Queen's Road, East.		
Meetings are held as follows:—		
SUNDAY.	Acts 2:42	11 a.m.
Gospel Address		6 p.m.
TUESDAY.	Soldiers & Sailors Bible Class.	6 p.m.
THURSDAY.	General Bible Class	6 p.m.
SATURDAY.	Prayer Meeting	6 p.m.
A hearty welcome given to all.		

SHIPPING AND MAIL NEWS.		
MAILS DUE.		
America (Hankow Maru) 14th inst.		
French (Indus) 17th inst.		
American (Araucaria) 17th inst.		
Indian (Arcturion) 17th inst.		
Canadian (Empress of China) 23rd inst.		

The N. P. S. Co.'s steamer <i>Victoria</i> arrived at Yokohama and sails for Hongkong to-day.		
The P. M. S. S. Co.'s steamer <i>Hongkong Maru</i> with mails, &c., left Shanghai for this port to-day at 10 a.m.		
The Canadian Pacific Railway Co.'s R.M.S. <i>Empress of India</i> arrived at Vancouver on Wednesday the 11th inst., at 7:30 a.m.		
The N. P. S. Co.'s steamer <i>Glenogle</i> arrived at New York on the 6th inst., sailed from Tacoma for Japan and Hongkong on the 9th inst.		

The N. Y. K. Co.'s steamer <i>Ito Maru</i> (American Line) left Shimomori for this port on the 11th inst., and is expected to arrive here on the 15th inst.		
The Canadian Pacific Railway Co.'s steamer <i>Albatross</i> arrived at Kobe at 6 a.m., on Wednesday the 11th inst., and left again at 8 p.m., same day for Yokohama where she is due to arrive at 6 a.m., on Friday the 13th inst.		

HONGKONG AND WHAMPOA DOCK RETURNS.		
Canton River	at Kowloon Dock.	
Hills	"	
Tacoma	"	
H.M.S. <i>Plover</i>	"	
Hue	"	
H.M.S. <i>Cressy</i>	"	
U. S. S. <i>Princeton</i>	"	
Africa	"	
Saint	"	
Saint	"	
Lal-ho	"	
Tiger	"	
H. J. Albrecht	"	
Tai-chong	"	
Yuen-sang	"	
Tai-fu	"	

PASSED THE CANAL.		
Outward—12th Nov.— <i>Rajah of Sarawak</i> , <i>Helm</i> , <i>Sambira</i> , <i>Frigo</i> , 12nd Nov.		
Amber, <i>Indus</i> , <i>Silesia</i> , <i>Hanang</i> , <i>Pak Ling</i> , <i>Bennaritch</i> , 26th Nov.— <i>Kawachi Maru</i> , <i>Sleater</i> , 29th Nov.— <i>Yokohama</i> , 3rd Dec.— <i>Caledonia</i> , <i>Prins Heinrich</i> , <i>Shanghai</i> , 6th Dec.— <i>Bingo Maru</i> , <i>Wannburg</i> , 10th Dec.— <i>Klutzsch</i> , <i>Camp</i> , <i>Salsuma</i> .		
Homebound—22nd Nov.— <i>Paloculus</i> , <i>Canton</i> , 26th Nov.— <i>Königsberg</i> , <i>Sachsen</i> , 29th Nov.— <i>Ulysses</i> , 3rd Dec.— <i>Awia Maru</i> , <i>Calchas</i> , <i>Ceylon</i> , <i>Salsic</i> , 6th Dec.— <i>Bamberg</i> , <i>Klutzsch</i> , 10th Dec.— <i>Annam</i> .		

ARRIVALS AT HOME—22nd Nov.— <i>Ratov</i> , 26th Nov.— <i>Hakata Maru</i> , <i>Hamburg</i> , <i>Arabia</i> , 29th Nov.— <i>Glenogle</i> , <i>Mogul</i> , 3rd Dec.— <i>Prusius</i> , 6th Dec.— <i>Canton</i> , 10th Dec.— <i>Königsberg</i> , <i>Sachsen</i> , <i>Salsic</i> .		
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VISITORS AT THE HONGKONG HOTEL.

Adelaide, Miss F.	Joseph, Mr. and Mrs.
Andrew, Mr. D. A.	" " " "
Angus, Mrs.	King, Major H. S.
Arnold, Mr. H.	King, Mr. H. S.
Bailey, Mr. W. S.	Kirkwood, Mr. J.
Barlow, Mr. B. J.	Knight, Mr. A. E.
Barlow, Mr. F. C.	Kochler, Mr. H. A.
Bell, Mr. J. T.	Little, R. E., Major
Beringer, Dr.	" " " "
Black, Mr. J.	Lunt, Capt.
Bonner, Mr. A.	Mackie, Mr. A. L.
Brown, Mr. and Mrs.	Mackie, Mr. Gordon
D. E.	Malins, Mr. C. F. E.
Brown, Mr. J. W.	Marlow, Mr.
Brown, Miss K.	McLaughlin, Mr.
Brownley, Mr. & Mrs.	McLellan, Mrs. E. E.
Busch, Baron Von	Mertens, Mr. C.
Buttanshaw, Major	Michael, Mr. S. J.
Cameron, Mr. D. H.	Milton, Mr. and Mrs.
Clark, Dr. F.	Minotti, Mr. M.
Cole, Mr. G. E.	Moxon, Mr. W. J.
Colson, Mr. J. S.	Newland, Mr. W. J.
Craig, Dr. J. M.	Nickalls, Miss
Davis, Mrs. and child.	Parfitt, Mr. W.
Desnoche, Mr. P. C.	Pearse, Dr. W. W.
Duncombe, Mr. G. M.	Pitcher, Mr. A. J.
Dorehill, R. A., Major	Plessmann, Mr. E.
Dunsford, Capt. & Mrs.	Price, Mr. H.
and child	Ridcliff, R. E., Capt.
Edwards, Mr. F. W.	Ridler, Mr. L. de
Einstein, Mr. W.	Robertson, Mr. W. R.
Ellam, Mr. and Mrs.	Sampson, Mr. H.
Spencer	Schouw, Mr. C.
Feinold, Mr. and Mrs.	Sexton, Mr. Walter
Frank, Mr. F. W.	Sexton, Miss
Gibbard, Mr.	Sherbrooke, Comdr.
Gibson, Mr. and Mrs.	Sherbrooke, Mrs. and
Kennedy and child	Miss
Glover, Mr. C.	Skinner, Mr. L.
Gove, Mrs.	Smith, Mr. T. J.
Grant, Mr. John	Smithers, Mr. R. G.
Grant, Mr.	Snowin, Mr. E. A.
Gray, Mr. and Mrs. J.	South, Miss
Greene, Mrs. W. W.	Stoeger, Mr. A. F.
Hanson, Mr. E. R.	Taylor, Mr. D. G.
Heaps, Mr. E. O.	Thompson, Mr. A.
Heckford, Mr. R. G.	Trench, Mr. S. C.
Holliday, Mr. and Mrs.	Valentine, Mr. A.
Housman, Mr. E.	Wakeman, Mr. G. H.
Howkins, Mr. and Mrs.	Watts, Mr. and Mrs.
H. L.	Frank W.
Howard, Mr. Thos.	Whiley, Mr. W. J. G.
Huggins, Mr. L.	Whitton, Mrs.
Huggins, Mr. Wm.	Wolf, Mr. Wm.
Hughes, Mr. W. K.	Woolen, Mr. J. J.
Huke, Mr. A. N.	Wright, Mr. and Mrs.
Johansen, Mr. and Mrs.	H. Taylor
Karnes, Mr.	Xavier, Mr. and Mrs.

CONNAUGHT HOTEL.

Abad, Mr. J. M.	McMillan, Mr. A. C.
Adson, Mr. and Mrs.	Mathews, Mrs. W. J.
Aenle, Mrs. C. & child	Mittelstadt, Comdr. von
Byron, Mr. A.	Mollison, Mr. J. B.
Billard, Mrs. W. H. G.	Nicoll, Miss
and child	Pan, Mr. and Mrs. F.
Campbell, Mr. & Mrs.	N. Le
Cooper, Mrs.	Pontifex, Mr. E. C.
Crosse, Mrs. W. M. and	Remedios, Mrs. d'Al-
child	mada
Edmunds, Mr. & Mrs.	Remedios, Mr. J. M.
Hindmarsh, Mr. & Mrs.	d'Almada
T. W.	Remedios, Mrs. d'Al-
Homau, Miss	mada c. C.
Horley, Mr.	Robnett, Mrs. J. D.
King, Mrs. W. R.	Royds, Mrs. P.
King, Miss G.	Smith, Miss
King, Miss	Stanly, Mrs.
Lecot, Mr. A.	Watson, Major & Mrs.
Leon, Mr. and Mrs.	J. J. C.
Lowell, Miss A. L.	Webster, Mr. R. D.
MacKenzie, Mrs. C.	Wilson, Mr. J. A.

Mackenzie, Mrs. C. Winslow, Mr. J. L.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs.	Jeffries, Mr. H. N.
and child	Ladd, Mr. and Mrs.
Beattie, Mr. James	Fletcher and children
Benson, Capt. and Mrs.	Libeaud, Mrs.
Blood, Mr. G.	Libeaud, Mr. E. V.
Bonnar, Mr. J. W. C.	Lyne, R.N., Lt.-Comdr.
Brown, R.E., Col. L. F.	Lyne, R.N.
Brayne, Mr. H. F. R.	Marchedelli, Mrs.
Brusse, Mr. G.	Miss
Cameron, Mr. and Mrs.	Martin, Mr. R.
Allen	May, Mr. A. J.
Carr, Miss	McDermott, Mr. A. P.
Cartwright, Miss	Miller, Mr. and Mrs.
Chapman, Mr. and	Mitchell, Mr. Robert
Mrs. A.	Osborne, R.A., Major
Connell, Mr. and Mrs.	Pitt, Mr. John, R.N.
J. L. O.	Rumsey, R.N., Hon.
Coppin, Mr. A. G.	R. Murray
Crookenden, Col.	Saver, Mrs.
Dann, Mr. and Mrs. G.	Scott, Mrs. Percy
H.	child
Davies, Mr. W.	Sinclair, Mr. A.
Dixon, Mr. W. B.	Stokes, Mr. A. G.
Dixon, Mr. and Mrs.	Terrill, Mr. and Mrs.
Ezekiel, Mr. J. S.	H. D.
Fitch, Mrs. W. Grant	Thomson, Mr. J. S.
Forbes, Mr. Andrew	Wheeler, Mr. W. H.
Gaffney, Mr. Andrew	Wheeler, Colonel
Hamilton, Major	Wood, Miss
Houten, Mr. J. von	Wright, Dr. and Mrs.
Hughes, R.A.M.G., Lt.	Bateson
Col.	

Col.	CRAIGIEBURN.	
Brown, Mr. and Mrs.	Ough, Mr. and Mrs.	
H. Matheson	H.	
Edwards, Mr. G. H.	Pye, Mr. E. Burns	
Gordon, Mr. and Mrs. C.	Simpson, Capt. &	
Grimble, Mr. G.	Surplice, Mr. and	
Helms, Mr. W.	F. R. C.	
Henderson, R.N., Capt.	Taylor, Mr. Basil	
and Mrs. F. H.	Tyrwhitt, Mr. T.	
Pryne, Capt. and Mrs.		

Phynde, Capt. and Mrs.

QUEEN'S HOTEL.

Blankenheim, I.G. Navy	Martens, Mr.
Lieut.	Mestries, Mr. B.
Bowers, Dr. F. H.	Maltbarke, Mr. H.
Cromin, Mr. J.	Mausing, Capt. A.
Daniels, Mr. W. P.	Plaffe, I. G.
Dixon, Capt. A.	Paymaster
Finstenburg, I.G. Navy	Roberts, Mr. A. C.
Lieut.	Shepherd, Mr. E. B.
Gehle, Mr. A.	Stansbury, R.N.,
Goler, Mr.	and Mrs. and c
Gwynne, Mrs. W. and	Spedding, Mr.
family	Sherwood, Mr. &
Garretts, Mr. C.	A. P.
Halliday, Mr.	Swartz, Mr. S.
Hansch, I.G. Navy, Dr.	Wallace, Mr.
Johnstone, Mr. R. F.	Wallace, Mr. Ge
Kay, Mr.	Winnich, I.G.
Lewin, Lieut. Col. and	Chief-Engineer
Mrs., I.H.C.	Winn, Mrs. A.
Leuss, Mrs. and child	Wishel, Mr. and
McDermott, Mr. and	H. V.

KOWLOON HOTEL.		
Barrett, Lieut. & Mrs. Kebler, Lieut. J. A.		
A. S. (H.K.R.)	at Madras J.A.C.	
Burdette, Mr. George	Morris, Capt. J.A.	
Crockett, Mrs.	Riegen, Mr. V.	
Crockett, Miss	Silbermann, Mrs. I.	
Groves, Capt. and Mrs. Spencer, Capt. C. G.		
and family	R.A.M.C.	
Mogrow, Miss		

THE SHARE MARKET.

LATEST QUOTATIONS.

(DECEMBER 12th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$620
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	\$27 sellers
National Bank of China, Limited	£ 1	\$15 sellers
Do Founders		
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$342 buyers
China Traders' Insurance Company, Limited	\$ 25	\$53 sellers
North China Insurance Company, Limited	\$ 25	Tails 180 buyers
Yantai Insurance Association, Limited	\$ 50	\$130 sellers
Canton Insurance Office, Limited	\$ 20	\$155 sales
Straits Insurance Company, Limited	\$ 20	nominal
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$160 sales
China Fire Insurance Company, Limited	\$ 20	\$861 buyers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$352 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$146 sellers
China and Manila Steamship Company, Limited	\$ 50	\$62 sales
Douglas Steamship Company, Limited	\$ 50	\$17 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	£7.10
"Star" Ferry Company, Limited	\$ 2	\$24 sellers
"Shell" Transport and Trading Company, Limited	£ 1	£2 15/ buyers
Shanghai Tug Boat Company, Limited	Tails 100	Tails 155
Taku Tug and Lighter Company, Limited	Tails 100	Tails 140
Shanghai Cargo Boat Company, Limited	Tails 100	Tails 140
Co-operative Cargo Boat Company, Limited		
Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$151 sellers
Luzon Sugar Refining Company, Limited	\$ 100	\$25 buyers
Perak Sugar Cultivation Company, Limited	Tails 50	Tails 74
Mining.		
Punjom Mining Company, Limited	\$ 10	\$51 sellers
Punjom Mining Preference Shares	\$ 1	\$14
Société Française des Charbonnages du Tonkin	Cents 250	\$325 sellers
Cent	Cents 25	4 cents
Queen Mines, Limited	\$ 5	\$42 sellers
Jelebu Mining and Trading Company, Limited	\$ 18s. 10d.	\$11 sellers
Raub A'han Gold Mining Company, Limited	\$ 5	nominal
Olivers Freehold Mines, Limited A.	\$ 5	nominal
Olivers Freehold Mines, Limited B.	\$ 5	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Tails 8.70
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$290
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Tails 250
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$96 sellers
New Amoy Dock Company, Limited	\$ 64	\$25 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Tails 100	Tails 300
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$92 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$195
Kowloon Land and Building Company, Limited	\$ 30	\$34 sellers
West Point Building Company, Limited	\$ 50	\$65 sellers
Hongkong Hotel Company, Limited	\$ 50	\$140
Oriente Hotel Company, Limited (Manila)	\$ 50	\$56
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$285
Humphrey's Estate and Finance Company, Limited	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$141 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 42 sales
International Cotton Manufacturing Company, Limited	Tails 100	Tails 20 sellers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 50 sales
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 260
Yahloong Cotton Spinning Company, Limited	Tails 100	Tails 1 sellers
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	\$ 500	\$500 nominal
Philippine Tobacco Trust Co., Limited	\$ 20	\$50 sales
Shanghai-Sumatra Tobacco Company, Limited	\$ 20	Tails 40
American Cigarette Company, Limited	Tails 50	Tails 50
Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$22 sellers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 buyers
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$14 sales
Hongkong Electric Company, Limited	\$ 10	\$61 sales
Hongkong and China Gas Company, Limited	£ 1	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$175
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$195
Hongkong High-Level Tramways Company, Limited	\$ 100	\$280 buyers
Dairy Farm Company, Limited	\$ 6	\$11 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$21 buyers
Bell's Asbestos Eastern Agency, Limited	£ 1	\$1.10 buyers
United Asbestos Oriental Agency, Limited	\$ 1	\$94 buyers
Tebrau Planting Company, Limited	\$ 5	\$1
Universal Trading Co., Limited	\$ 20	\$20 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$20 sellers
China Light and Power Co., Limited	\$ 50	\$50
Robinson Piano Co., Limited	\$ 10	\$50 nominal
Manila Investment Co., Limited	\$ 10	\$50 sellers
William Powell, Limited	\$ 10	Tails 320
Shanghai-Langkai Tobacco Company, Limited	Tails 100	

Post Office.

A Mail will close—
 For Canton—Per *Honam*, to-morrow, the 13th instant, at 7.30 A.M.
 For Singapore, Penang and Bombay—Per *Bornida*, to-morrow, the 13th instant, at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Suisang*, to-morrow, the 13th instant, at 11 A.M.
 For Singapore and Penang—Per *Suevia*, to-morrow, the 13th instant, at 11 A.M.
 For Shanghai—Per *Lyseum*, to-morrow, the 13th instant, at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gaio*, to-morrow, the 13th instant, at 5 P.M.
 For Singapore—Per *Bornia*, on Saturday, the 14th instant, at 11 A.M.
 For Manila—Per *Zafra*, on Saturday, the 14th instant, at 11 A.M.
 For Swatow, Amoy and Tamsui—Per *Daigi*, on Saturday, the 14th instant, at 5 P.M.
 For Europe, &c., India, via Tutuorin—Per *Ville de la Citadelle*, on Monday, the 16th instant, at 11 A.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle—Per *Riojan Maru*, on Monday, the 16th instant, at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Vancouver—Per *Empress of Japan*, on Wednesday, the 18th instant, at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Wednesday, the 18th instant, at 4 P.M.
 For Europe, &c., India, via Tutuorin—Per *Chusan*, on Saturday, the 21st inst., at 11 A.M.
 For Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tacoma*, on Saturday, the 21st instant, at 10 A.M.
 For Europe, &c., India, via Tutuorin—Per *Konig Albert*, on Wednesday, the 25th inst., at 11 A.M.
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Thyra*, on Monday, the 30th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Tuesday, the 29th Jan., at 11 A.M.

EXCHANGE.

Hongkong, 12th December.
 ON LONDON, Telegraphic Transfer 1/10
 " Bank Bills, on demand 1/10 1/16
 " Credits, 4 months' sight 1/10 7/16
 " Debits, 4 months' sight 1/10 9/16
 ON BERLIN, (demand) 1/10 5/16
 ON PARIS, Bank Bills, on demand 2/31
 " Credits, 4 months' sight 2/35
 ON NEW YORK, Bank Bills, on demand 44 1/2
 " Credits, 30 days' sight 45 1/2
 ON BOMBAY, Telegraphic Transfer 13 1/2
 " On demand 13 1/2
 ON SHANGHAI, Telegraphic Transfer 73 1/2
 " Private 30 days' sight nom.
 ON YOKOHAMA, T.T. 102 1/2 prem.
 Sovereigns, Bank's Buying Rate 55.82
 Gold Leaf 100 touch, per tael 55.65
 Bar Silver 25 1/2
 Dollars nom.

OPIUM QUOTATIONS.

Hongkong, 12th December.
 To-day's quotations are as follows—
 BENGAL—New Patna @ 520/25
 " New Benares @ 507 1/2
 " Old Patna @ 950
 " Old Benares @ 920/00
 MALWA—New @ 500/10
 " Last year's @ 910/20
 " 2 1/2 years' old @ 920/30
 " 3 1/4 years' old @ 930/40
 " Putterfor @ 950
 PERSIAN—Superior drug was sold @ 670

RIVER STEAMERS, BOATMEN, AND LOCHS.

Fatshan, British steamer, 1,425, Lossius—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones—Hongkong, Canton, and Macao Steamboat Co.
Pouan, British steamer, 1,873, A. N. Patrick—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,254, C. V. Lloyd—Butterfield & Swire.
Hol-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence—Tai On Steamship Co.
Pak Kong, British steamer—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke—Hongkong, Canton and Macao Steamboat Co.
Lungshan, British steamer, 1,417, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.
Kiangtong, Chinese steamer, 583, R. J. MacKenzie—China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas—Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
ARIAKE MARU, Japanese steamer, 2,183, T. Takaka, 11th Dec.—Haitoh 5th Dec, Comd.—Mitsui Bussan Kaisha.
BORNIDA, Italian steamer, 1,499, Domenico Costa, 11th Dec.—Bombay 17th Nov, and Singapore 30th, General—Carlawitz & Co.
BRAND, Norwegian steamer, 1,520, John Thorsen, 30th Nov.—Moji 23rd Nov, Coal and Cokes.—Dodwell & Co., Ltd.
CHWNSHAN, British steamer, 1,282, J. Jenkins, 11th Dec.—Singapore 1st Dec, General—Bradley & Co.
DAIGI MARU, Japanese steamer, 891, T. Kitano, 11th Dec.—Tamsui 8th Dec, Amoy 9th, and Swatow 10th, General—Mitsui Bussan Kaisha.
DR. HANS JERG KIER, Norwegian steamer, 691, Risen, 18th Nov.—Haiphong 16th Nov, Rice—A. R. Marty.
EASTERN, British steamer, 3,500, Winthrop Ellis, 8th Dec.—Kobe 1st Dec, and Foochow 7th, General—Gibb, Livingston & Co.
ELSA, German steamer, 1,702, P. Schonwandt, 9th Dec.—Hongay 7th Dec, Coals—Shewan, Tomes & Co.
ENMA, German steamer, 1,110, Schall, 9th Dec.—Joana 28th Nov, Sugar—E. A. Trading Co.
EMPEROR OF JAPAN, British steamer, 5,904, H. Pybus, R.N.R., 27th Nov.—Vancouver B.C. 5th Nov, and Shanghai 24th, Mails and General—C. P. R. Co.
ESMERALDA, British steamer, 966, J. McGinty, 17th Nov.—Cebu, E. Nov.—Hemp—Shewan, Tomes & Co.

GARLIC, British steamer, 2,691, A. E. S. Hamblen, R.N.R., 6th Dec.—San Francisco 7th Nov, Honolulu 15th, Yokohama 28th, Kobe 29th, Nagasaki 1st Dec, and Shanghai 4th, Mails and General—O. & S. S. Co.
HAICHINGO, British steamer, 1,276, W. G. Davis, 8th Dec.—Taku via Cheloo and Wei-hai-wei 28th Nov, Ballast—Government.
HANSA, German steamer, 1,204, Lorenzen, 10th Dec.—Java 28th Nov, Sugar—Butterfield & Swire.
HITACHI MARU, Japanese steamer, 3,800, J. Campbell, 11th Dec.—Moji 7th Dec, General—Nippon Yusen Kaisha.
HONGKONG, French steamer, 736, J. Pannier, 6th Dec.—Haiphong 3rd Dec, and Hoibow 5th, Rice—A. R. Marty.
HUE, French steamer, 705, G. Godinan, 9th Dec.—Haiphong and Hoibow 8th Dec, Rice—A. R. Marty.
LAL TOC, Spanish steamer, 185, Fabbragus, 17th Nov.—Manila 13th Nov, Ballast—A. R. Marty.
MACHEW, German steamer, 990, G. Wendig, 6th Dec.—Bangkok 28th Nov, Rice, Wood and Salt Fish—Melchers & Co.
MAIDZURU MARU, Japanese steamer, 667, T. Saito, 8th Dec.—Anping via Amoy and Swatow 7th Dec, General—Mitsui Bussan Kaisha.
MONGKUT, German steamer, 857, Göttsche, 15th Nov.—Bangkok 7th Nov, Rice—Butterfield & Swire.
NEPTUNE, British steamer, 2,178, James Walters, 26th Nov.—New York 27th Sept, Case Oil—Standard Oil Co.
PHRA NANG, German steamer, 1,021, Mangelsdorff, 10th Dec.—Ang Hin Dec, General—Butterfield & Swire.
PROGRESS, German steamer, 687, H. Meyer, 9th Dec.—Tours 6th Dec, General—Siemens & Co.
RIOJAN MARU, Japanese steamer, 2,979, N. Ohno, 6th Dec.—Shanghai 3rd Dec, General—Nippon Yusen Kaisha.
SATURN, American transport, 1,617, Frank E. Fosco, 14th Nov.—Shanghai 11th Nov.
SENECA, British steamer, 3,137, R. Cormack, 27th Nov.—New York 26th Sept, Petroleum—Standard Oil Co.
SUEVIA, German steamer, 2,663, H. Borck, 10th Dec.—Shanghai 6th Dec, General—Carlawitz & Co.
SUISANG, British steamer, 1,776, E. J. Tadd, 7th Dec.—Calcutta and Singapore 28th Nov, General—Jardine, Matheson & Co.
TACOMA, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug, General—Dodwell & Co., Ltd.
TAI FU, German steamer, 1,065, H. Martens, 8th Dec.—Bangkok via Swatow 27th Nov, Rice and General—Tung Kee.
TAIYUAN, British steamer, 1,459, L. Dawson, 9th Dec.—Japan 3rd Dec, General—Butterfield & Swire.
THYRA, Norwegian steamer, 2,419, C. L. Halvorsen, 10th Dec.—San Francisco via Japan 29th Oct, General—Butterfield & Swire.
VICTORIA, Swedish steamer, 989, J. A. Hellberg, 11th Dec.—Penang and Singapore 30th Nov, General—Chang and Co.
YUEH-KANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 6th Dec.—Manila 30th Nov, and Amoy 4th Dec, General—Jardine, Matheson & Co.

Sailing Vessels.

DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec.—New York 30th June, Kerosine Oil—Master.
GEORGE T. HAY, British ship, 1,847, E. Spice, 20th Oct.—Cebu 8th Oct, Ballast—Arnold, Karberg & Co.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct, General—Master.
J. B. WALKER, American bark, 875, Day, 9th Dec.—Manila 14th November, Ballast—Standard Oil Co.
LUCIA, British ship, 640, Andersen, 2nd Oct.—Rajah 6th Sept, Timber—Master.
OSBERGA, British bark, 660, Deasme, 4th Nov.—Manila 12 Nov, Ballast—General.
SEA WITCH, American ship, 1,173, Howes, 21st Feb.—Manila 18th Feb, Ballast—Master.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, December 12th, 1901.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Capt. Cardock, Hongkong.
Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Japan.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Hongkong.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Japan.
Astraea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Shanghai.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Dayle, C.B., Hongkong.
Blenheim, 1st-class cruiser, 9,000 tons, 12,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Canton.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart., Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class battleship, 12,000 tons, Capt. Tudor, Hongkong.
Daphne, sloop, 1,440 tons, 8 guns, 2,000 i.h.p., Capt. W. C. Pakenham, Hongkong.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Tai-poo.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class flag ship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Shanghai.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Reinken, Lough, Japan.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Oller, torpedo-boat destroyer, 350 tons, 6 guns, 5,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.

Phaetor, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Shanghai.
Plym, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Wallis Jones, Hongkong.
Ramirez, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Hongkong.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. Webster, West River.
Rotario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., [Capt. F. G. Stophord, Hongkong].
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Tai-poo.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.
Witmer, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kinkiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 2,500 i.h.p., Capt. S. N. Sybrandt, Swatow.
Katrin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossius, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. N. S. Golovinski, at Tientsin.
Alexander, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
Bobrik, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donikoff, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreyeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Man-hyur, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Taku.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayevdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otyaany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.
Petrovskoy, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojloff, at Nagasaki.
Rozhynski, Russian cruiser, 1,330 tons, 1786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flag ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,000 tons, 13,600 i.h.p., 16 guns, Capt. Melousky, at Nagasaki.
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.
Sissot Veltky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.
Sivouchik, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suevborg, 1st class, Russian torpedo boat 69 tons, 2 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 12 guns, Prince Ouchtomsky, at Port Arthur.
Vorotch, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchovsky, at Nagasaki.
Vsadinik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulian, at Taku.
Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruft, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Fantichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasaka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,000 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podarinski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sluk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sokolnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 12 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubossioff.
 * Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 * *Fürst Bismarck*, German flag ship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.
Gefhorn, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geier, German cruiser, 4,600 tons, 8 guns, Capt. Baer, at Shanghai.
 * * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.
Hierika, German cruiser, 5,600 tons, 30 guns, Capt. Derrewsky, at Hongkong.
Ilus, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stüamer, at Hongkong.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Katzenburg, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
 * * *Kurfürst*, German flag ship, 11,000 tons, 36 guns, 10,000 h.p., Capt. von Holzendorf, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 956 tons, 10 guns, Comdr. von Mittelstätt, at Hongkong.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
 No. 99, German torpedo-boat, 320 tons, Capt. Oepfner, at Shanghai.
 No. 97, German torpedo-boat, 320 tons, Capt. Lill, Püllen, at Shanghai.
 No. 92, German torpedo-boat, 320 tons, Capt. Flutrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Balthme, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Desferre, at Shanghai.
Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comte, gunboat, 600 tons, Capt. Lottel, at Canton.
Ducde, gunboat, 640 tons, Capt. Leameey, at Palkhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Sauline, at Woosung.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adain, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,500 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Paical, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Sixx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.
Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Cassino, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Celife, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,077 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Maritima, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,0